

## TONOPAH DAILY BONANZA

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W. W. BOOTH, EDITOR AND MANAGER

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### INCREASED RAILROAD EXPENSES

Commenting on the increased expenses of the railroad administration even in the face of decreased business, the New York Sun says that "it is this bearing of the losses retires into a bottomless pit of expenses which has brought the American railroad system face to face with ruin." Just now the democratic railroad administration is paying rapidly out of out of the treasury. After the week-end remains an unpaid bill of private studies it will be necessary to raise rates to get the roads back on a business basis. Then the shippers will charge that the return to private ownership has what is reflected in the raising rates, leaving the results of inflation to the public. The people instead of sharing the burden, will bear the burden in the issue of bonds.

### CAPITAL FOR SILVER MINES

Op. studies in different oil districts of Nevada and other states as development proceeds and the organization of new companies to open oil mines seems to pre-empt a large feature of business activity. Boston, New York, Philadelphia, Chicago, Milwaukee and Detroit are represented in the fresh influx of capital following on the heels of expert reports and money not fit for examination are out of the running. Deflection of currency may lay ripe in both sides of the Atlantic means the gradual return, whether 2011, to their former status which also means the return of capital to the rollers which has suffered severely from the lack of capital supplies which have been used by the two previous issues.

### CUTTING TO THE BONE

Senator McMurry of North Dakota reduces his wage, the "base and sun" in authorizing appropriations bills instead of "the main meat." He would abolish the sharing board altogether and would disburse at least \$10,000,000 annually. He declares that \$100,000,000 could be saved in the treasury department, \$70,000,000,000 in the war department, \$10,000,000 by eliminating expenditures for public works and \$50,000,000 by cutting out good roads appropriations. The savings suggested by the North Dakota statesman aggregate \$1,250,000,000 which is about the sum other congressional committees have set out to have. The axe and saw methods are in favor with a majority of the tax "payers" views. It is not known how many of the government clerks have been separated from their jobs during the last six months but it will be remembered that the "accumulated excess" was stated to be 100,000 not too long ago. There were so many that humorous reporters called them as "the Army of the Potomac." If these have been reduced to 50,000 it shows progress yet according to statements on the floor of the Senate there are thousands of superfluous clerks still on the payroll and many who were appointed to commissions for the year period in the army and navy always carry wearing the blue and the battle and are performing no necessary public service. Heretofore sporadic attempts to do a little pruning has been made but the axe and saw method advocated by Senator McMurry to scale down cost everywhere and to abolish clerks amounts large or small, not necessary to the administration of the government is about to have its prophet denominated.

### EXCESS PROFITS TAX

Any steps to eliminate this tax will be welcome although some of the gentlemen in Congress are averse to passing any change and it is certain that the effort to reduce the hand-to-mouth mining production as well as the free production of agricultural industries will be fought bitterly for time until they grasp the fact that the coal is so numerous that some of the best informed financiers declare that such removal would result in an increase in the amount of taxes levied by the government from increased production. H. K. Kilby of Kilby, Ladd & Co. has made public his advocacy of a 5% cap sales to take the bite of the "excess profits" tax which he says "is like a bad and clumsy hand on business." He suggests a tax of 1 per cent on all sales of \$2 or more which he believes would produce sufficient revenue to permit the exemption of less than \$4,000 from the income tax law and the drastic reduction of all existing large incomes. He says that the imposition of such a tax would idle productive of a vast amount of revenue and would not be harmful to any one. In fact, it would be barely perceptible to rank and file. A similar tax was imposed in the days of the civil war and functioned so well and met with such cordial acceptance that it was not repealed until several years after the close of the war. It has been calculated that a tax of five cents 1 per cent, would produce from two to four billion dollars annually according to whether it is imposed on all successive imports or only on retail sales to the ultimate purchaser. The upper scale of governmental subsidies by which the value of labor increases according to income from 50 to 50 percent has long been complained of as an extreme that it has defeated its own purpose by driving capital into tax exempt securities of which it is estimated, over \$14,000,000,000 are now outstanding and more are being issued all the time. The result has been that the investment market has ceased to function and strained money conditions exist, increasing in both domestic and foreign trade with no relief in sight except a radical reduction in the surtaxes or repeal of the law altogether. While it is entirely just that great wealth should bear its proper burden of taxes, there is much merit in the contention that the present law is unreasonable in its exactions and it is the most natural thing in the world that in order to avoid the payment of it, capital, which ordinarily would be a great source of strength to proper lines of industry seeks investment in those securities which are exempt from taxation.

William G. McAdoo says the people must practice thrift, that the government must be economically conducted and that profiting must be discouraged. In other words the democratic motto is "Do as we say and not as we do."

## ROAD BULLETIN FOR MOTORISTS

(By Associated Press)

BOSTON, Feb. 4.—A highway weather bulletin, containing both the prevailing condition of roads and a week's forecast for probable conditions, has been inaugurated by the United States weather bureau as an aid to motorists throughout New England. For several weeks tourists and truckmen about to start long trips have been able to learn what sort of going to expect in the various sections, the depth of snow, the presence of ice, whether roads are passable or become necessary, whether roughness is being worn down or drifts are in the making. The service has been so successful that it is understood, it will be extended to other sections of the country on the same broad scale.

The system of road information contained in the New England highway weather bulletin is based on a plan used overseas for the benefit of auto motor convoys. It is in charge of Louis W. Carroll, who served in France on meteorological duty which included service of this kind. The idea was tried out in a small way in western states, but New England is the first section to be included in a general forecast and cable and the result here has been used to determine whether other groups of states shall be included under one bulletin.

Use of the statement of road conditions and forecasts, a person contemplating a trip by road to any part of New England may learn what lies ahead. A motor truckman with a contract to move a load from somewhere to another, can learn whether there is much or little snow on the roads, if they are mud-cracked as a result of rain or in condition for a quick haul, and if weather changes are likely to help or hinder the trip. Similarly, a motor tourist contemplating a trip through the White-mountain instead of starting off into the unknown, will know in advance whether rain or snow has or is likely to impose burdens on travel and may postpone the trip or shape it as to avoid sections in which conditions are shown to be unfavorable.

All main routes of highway traffic from Maine to Rhode Island are covered in the detailed summary of prevailing conditions.

The amount of snow in the several sections is indicated by a map with varied shading arranged to show whether the snow blanket is less than three inches, between three and six, or over six inches deep. In the spring the presence of frost and mud will be indicated, in summer conditions of rain and road repairs. Observers are posted at 200 places throughout New England, from which they send in weekly reports covering conditions of weather and information as to roads that are impossible.

## COLUMBUS LETTER IN LEIPZIG MUSEUM

(Correspondence Associated Press)

BERLIN, Jan. 18.—A letter written by Columbus regarding the discovery of America, a newspaper dated 1598, which records the discovery of Brazil and many other century-old exhibits are to be features of an exhibition being organized by the German Museum of Books and Manuscripts in Leipzig relating to the historical development of the newspaper. The exhibits will indicate the growth of newspaper making from its 16th century beginning down to the appearance of the weekly newspapers and in the achievements of the 18th and 19th centuries.

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## TREE PLANTING ON HIGHWAYS

(By Associated Press)

WASHINGTON, Feb. 4.—The first rotary club in the country to report plans for a road of remembrance to the American Forestry Association, which is registering all memorial trees in a national honor roll, is the organization at Tampa, Florida. At a cost of \$7,000 a tree will be planted along the West Coast road for every man in the service from Hillsborough county.

At Middletown, O., the Welfare association will plant 1,000 trees along the Dixie Highway next spring and at Chattanooga, the National League for women's service will plant a Road of Remembrance leading out of the city. In Minneapolis a road of remembrance between two parks is being laid out now and the trees will be planted in 1921. The Woman's club of York, Pa., will plant twenty-five miles of the Lincoln highway with memorial trees.

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